PORSCHE PANORAMA

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Some of you old-time Porsche Pushers may recognize the scene below. The car was THE prototype for the Spyder. It was powered with a 1500 Super engine and the body was a hand-made job by Gloeckler. It is vintage 1951-1952.

In those days Max Hoffman bought them, sold them, AND raced them...successfully, he had to... to demonstrate the cars. That is Max "up" and although the Spyder no longer needs to be "demonstrated" he can still show his prowess as a "hot" piloto at the drop of a flag.

Volume 1
Number 7
July 1956

KUDOS

Don and Elly La Couture-Mass. placed First in the Touring Club of New England's Third Annual Navigators' Despair Rallye on Apr. 15. The same team also won the Topographer's Rallye, sponsored by the same Club, on May 13. We understand that there is a secret move afoot in TCNE to bar the La Coutures from future events so other people can win once in a while!

George Spagna-N. Y. took a class win in his Super Coupe and had the second best time of the day behind a Jaguar at the Republic Motor Sports Club's Second Annual Autocross held on July 1 at Huntington, L.I.

Vic Meinhardt-N. Y., Cdr. Justin Stolitsky-N. Y., and George Spagna-N. Y., running as the PCA first team in a relay event, were going great guns but were disqualified when Stolitsky slid into the finish marker.

Warren Brown-N. Y., John Markon-N. Y., and Boris Ohman-N. Y. in 1500S Coupes and a 1600S Coupe finished fifth in a field of five teams. Doug Grewer reports that the 100-yd. sprint from the finish to the start of each leg, including hurdles of hay bales, proved too tough a test for the heavyweight drivers on the second PCA team. We'll give 'em an "A" for effort, however, since they made up one of the first reported PCA teams in action.

E. M. Pupulidy-N. Y. and Bengt Soderstrom-N. J. See Breakneck Hill Climb report. Incidentally, Panorama just can't do justice to these two PCAers or to Lake Underwood-N. J. in the Kudos column. They have been running races almost every week and invariably take the hardware every time they do. Since they are three of the nation's top Porsche drivers most of you shouldn't have too much trouble keeping up with their string of successes. Now that the racing season is over maybe we can get a complete resume of their successes and report them in a forthcoming issue. In any event, our heartiest congrats to all three for a bang-up job all season!

John and Betty Snyder-Va., Don Kinney-Md., and Elizabeth Mann-Va. See Mt. Lake Rallye and Hill Climb report.

Cdr. Ray Pitts-Va., driving fast, smooth trials, won the Potomac Region's July Gymkhana against a field of 22 Porsche competitors. The course was a real lulu, covering Georgetown University's tremendous parking lot and included every conceivable driving test.

John Snyder-Va., the Potomac Region's "Lead Foot", took Second in the same event. John's times were little short of phenomenal but he managed to clobber a few too many markers en route.

Maj. George Ragusin-Va. drove steadily and accurately for a third place win in the Gymkhana.

Capt. Dottie Scharf-Va. stormed home with First in the Ladies' Division in the same event...giving some of the men a good run for their money. This Gymkhana was a notable event in the PCA, Potomac Region, since it was the first time that the gals turned out in force to compete.

Dick and Anne Hall-Va. copped First in the SCCA, Washington, D. C., Beach Rallye on July 28 with only 24 penalty points against them...while most of the other competitors were running off in all directions.

Tom and Peggy Lusk-Va. placed Fourth in the same event.

Hey! You California PCAers! Have they stopped competing out in your fabulous country...or have you all just run out of luck? Haven't heard a peep out of you in a coon's age. What about it?

PCA RALLYE ANNOUNCEMENT

PCA rallyists within striking distance of Washington should put October 21 down on their calendars. That's the date for the running of the Second Annual "Autumn Color" Rallye, sponsored by the Potomac Region.

The event will be open to all marques... from a Siata to a Pegaso or from a VW to a Lincoln Continental. The Rallye course will be approximately 300 miles...running thru the states of Virginia, West Virginia, Maryland and Confusion.

Starting time: First car--0800. Place: Safeway Store parking lot, Rt. 7 (King Street) and Quaker Lane, Alexandria, Virginia. Finish: Metropolitan Washington area. Entry fee: $5.00. A slew of hardware will be waiting for those that earn it. Entry blanks may be obtained by writing to Porsche Panorama. Make plans to tackle this one. It will be a duzy!

Factory Seat Belts

The factory offers a very good pair of seat belts...with a very quick release. At the connection right over the tummy, they are about 8 inches wide, so are quite comfortable. Price in Germany: $16.20.

THE NAMES AND THE PLACES

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Maurice Tremblay
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Hartford 5

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Fulton M. Cooke
310 Forest Drive
Falls Church

Maj. George A. Ragusin
125 Gormel Drive
Springfield

Capt. Maurice Ashley
25 Power Road
Triangle

WASHINGTON

Raymond F. O'Conner
ABC Fort Lewis
Fort Lewis

CLASSIFIED AD

Wanted: One pair of Porsche coupe reclining seats in good enough condition to be reupholstered in red vinyl. Will answer all responses. State age, condition and price. Donald M. Berliner, 480 Lefferts Avenue, Brooklyn 25, N. Y.

PCA MEMBERSHIP DISTRIBUTION

A breakdown on the first 300 memberships in the Porsche Club of America shows the following distribution by States and Countries:

New York	43	Canada	3
Virginia	28	Georgia	3
California	27	Vermont	3
New Jersey	24	Louisiana	2
Florida	19	Nevada	2
Maryland	19	N. Carolina	2
Connecticut	17	S. Carolina	2
Michigan	15	Tennessee	2
Pennsylvania	15	Iowa	1
Wisconsin	14	Kansas	1
Dist. of Columbia	13	Maine	1
Massachusetts	8	Minnesota	1
Illinois	7	Oklahoma	1
Washington	7	Rhode Island	1
Ohio	6	Wyoming	1
Texas	6	Germany	1
Missouri	5	TOTAL	300

This membership represents roughly 10% of all of the Porsches in the United States and around 3% of all the Porsches in the world. (These figures are necessarily rough estimates since it is not known exactly how many Porsches have been sold or brought into the U. S. since 1950. We also are guestimating that around 4% of all of the Porsches that have been manufactured have been either wrecked or junked.)

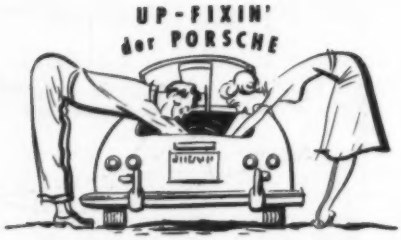
We have made a good beginning on building PCA...but we still have a terrific membership potential. Let's go after 'em...and shoot for 20% of the U. S. Porsches by Dec. 31, 1957. That means finding three new members apiece in the next 15 months.

NOTE FOR SHOP MANUAL OWNERS

In the front of the manual is a note to the effect that where English and Metric units do not coincide, the Metric unit should be used. We have noticed that the expressions for torque in some instances are in error by as much as a factor of 10. In order to convert Metric torque units (mkg) to English torque units (ft lb) multiply the Metric unit by 7.21.

DOOR RADIO

Motorola makes a small radio of good quality that fits neatly into the door of my Speedster. I put the speaker and antenna into the door, too... so only the hot wire from the ignition switch takes the bend of opening and closing the door. The radio has held up perfectly so far. My radio is mounted near the hinge end of the door panel in order to eliminate as much of the door closing shock as possible. Henry Bailey--Calif.



FACTORS INFLUENCING SPARK PLUG OPERATION

(This article, which will appear in Panorame in two parts, is being reprinted thru the courtesy of the Ethyl Corp. of 100 Park Ave., N.Y.C. We have made several minor deletions as inapplicable to Porsches. While the article refers to V-8 engines, the same principles apply to the Porsche.)

Trends in the design and operating conditions of automotive engines are imposing increasingly heavy demands on the spark plug and its electrical supply system. In the quest for more powerful and more efficient engines, peak horsepower and engine speeds have been raised by means of higher compression ratios and better engine breathing. Concurrently, the extended growth of metropolitan areas and the crowded condition of suburban highways have resulted in more low-speed driving, with frequent accelerations. As a result, modern engines are operating at smaller fractions of rated output for substantial periods of time; and spark plugs must function dependably through a wider range of operating pressures, temperatures, and engine speeds.

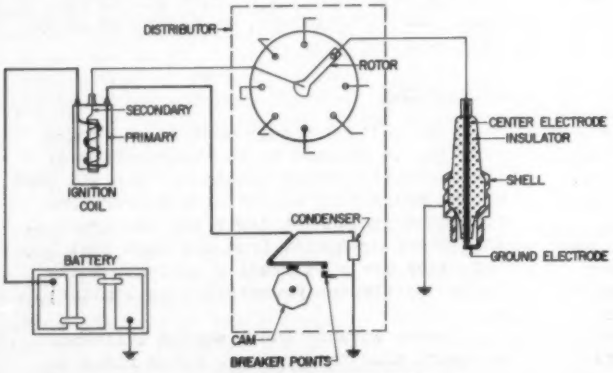
IGNITION SYSTEM FUNDAMENTALS

Fundamentally, an automotive spark plug consists of a center electrode, a ground electrode, a steel shell for mounting the plug in the engine, and an electrical insulator which separates the center electrode from the shell. As shown schematically in Figure 1, a high-voltage pulse is delivered to the spark plug by a supply system composed of a battery, an ignition coil, and a distributor. Major components of the distributor include cam-operated breaker points for controlling the flow of electrical current from the battery to the primary winding of the ignition coil, a condenser to store electrical energy momentarily and thus to reduce arcing at the breaker points, a rotor for distributing to the spark plugs in the proper sequence the high-voltage current from the secondary winding of the coil, and ignition-timing controls for advancing or retarding the spark in accordance with engine requirements.

When the engine is running and the breaker points are momentarily closed, current flowing through the primary winding of the coil builds up a magnetic field within the coil. This magnetic field collapses when the breaker points are opened by the cam, thereby inducing a high voltage in the secondary winding of the coil.

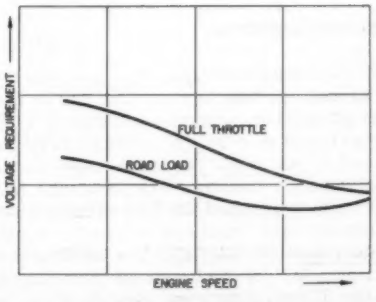
Ignition of the fuel-air mixture in the combustion chamber is accomplished when the high voltage in the secondary circuit ionizes the gas within the electrode gap, thereby creating an electrically conductive path between the electrodes and causing a spark to occur in the gap. However, a spark plug will misfire and fail to ignite the fuel-air mixture when the voltage available at the electrode gap falls below the voltage required to produce a spark.

Spark plug misfiring causes poor acceleration, engine roughness, reduced top speed of the vehicle, and high consumption of fuel. Severe misfiring is apparent to the average driver. However, moderate or light misfiring may not be recognized, although it still affects engine performance adversely. It is essential, therefore, that a safe margin be maintained between available and required voltage during all operating conditions if efficient operation is to be assured.



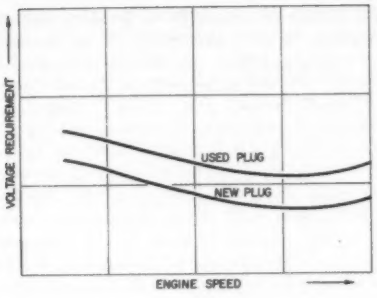
TYPICAL EIGHT-CYLINDER IGNITION SYSTEM

FIGURE 1

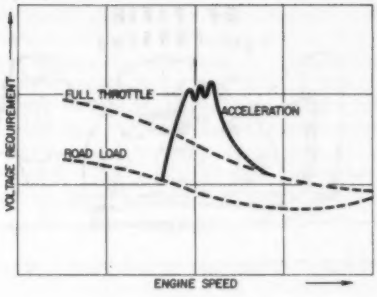


VOLTAGE REQUIREMENTS AT ROAD LOAD AND FULL THROTTLE

FIGURE 2



VOLTAGE REQUIREMENTS
DURING ROAD LOAD OPERATION
FIGURE 3



VOLTAGE REQUIREMENTS
DURING FULL-THROTTLE ACCELERATION
FIGURE 4

Many factors work together to affect both available and required voltages. Some of these can be controlled by design of the engine, electrical supply system, or spark plug, while others are a function of operating conditions. Because factors which influence spark plug operation may also affect other engine-performance characteristics, compromises in both design and operating characteristics must frequently be made.

FACTORS AFFECTING REQUIRED VOLTAGE

The voltage requirements of different engines are not necessarily the same, varying with both engine and spark plug design. Moreover, the requirements of a given engine will vary throughout its operating range. The major factors influencing the voltage required at the electrode gap of the spark plug are the density, temperature, and fuel-air ratio of the mixture within the gap; the temperature of the spark plug; and design and condition of the spark plug.

Density of Fuel-Air Mixture

The voltage required to produce a spark across the spark plug gap is a direct function of the density or pressure of the fuel-air mixture within the gap at the time the spark is needed. Any change in engine design or operating conditions that raises the gas pressure will, therefore, boost the voltage requirement.

In recent years, the gas pressure has been raised throughout the speed range by the use of higher compression ratios. This has occasioned a rise in voltage requirement of about 8 per cent for each unit increase in compression ratio. Gas pressure has been further increased in the middle-to-high speed range by the improved volumetric efficiency made possible through the adoption of larger valves, longer valve-open periods, higher valve lifts, improved manifolding, and four-barrel carburetors. Since volumetric efficiency is a measure of the breathing capacity of an engine, improved efficiency means that, for a given throttle opening, a greater quantity of mixture is delivered to the combustion chamber in each cycle, thereby increasing the gas pressure within the cylinder.

Voltage requirements also vary substantially with variations in throttle opening. A partially-closed throttle results in a high vacuum (or low pressure) in the intake manifold. Relatively low gas pressures exist, therefore, throughout the compression stroke. Since the gas pressure rises as the piston moves up on the compression stroke, the spark fires the intake charge when the pressure is comparatively low.

A comparison of typical voltage requirements at full throttle and road load is shown in Figure 2. It will be noted that the full-throttle requirement decreases with increasing engine speed. This is due to three factors. First, the gas pressure becomes lower as engine speed approaches rated output, due to decreasing volumetric efficiency or breathing capacity of the engine. Second, the automatic advance of ignition timing with increasing engine speed causes the spark to occur at an earlier time in the cycle, and hence at a lower gas pressure. Finally, the voltage requirement decreases due to rising spark plug temperature, as described in the following section.

Temperature

The voltage requirement at the spark plug gap is related to the temperature of the fuel-air mixture within the gap and that of the spark plug electrodes, higher temperatures tending to lower the requirement. This stems primarily from the fact that hotter gases are more readily ionized, while hotter electrodes promote better ionization.

Spark advance has a marked influence on spark plug temperature, which rises as the spark is advanced. For example, the

insulator temperature of a spark plug in a modern V-8 engine rose from 1,150 degrees F to 1,540 degrees F when the spark was advanced from 10 degrees to 30 degrees BTC with the engine operating at 2,000 rpm and wide open throttle. Thus, for a given speed, increasing the spark advance lowers the voltage requirement by affecting both temperature and gas density at the time the spark occurs.

Fuel-air ratio also influences spark plug temperature, the temperature decreasing when the mixture is either leaned or richened with respect to the chemically-correct mixture for complete combustion. This temperature effect is relatively small within the range of fuel-air ratios encountered in normal operation. However, very rich or very lean mixtures will result in a substantial reduction in spark plug temperature.

A major factor affecting spark plug temperature is the design of the plug. As is well known, plugs are designed for various heat ranges to meet the different requirements resulting from both engine design and operating conditions. Thus, a "cold" plug, which usually has a short insulator, will operate at lower tip temperatures than a "hot" plug, with its longer insulator. Finally, since spark plug temperature reflects the rate at which fuel is used, plug temperature increases with power output and engine speed.

Fuel-Air Ratio

In addition to affecting voltage requirements through changes in the spark plug temperature, the fuel-air ratio also has a direct influence on the required voltage. Although the direct and temperature effects of mixture strength are difficult to separate in engine tests, bench tests in the laboratory have established that lean fuel-air mixtures require higher voltages for ignition than rich mixtures.

Spark Plug Design

Several spark plug design features materially affect the voltage required at the electrode gap. Of these, the most important is the size of the gap. In recent years, there has been a consistent trend toward larger gap sizes. Whereas a gap of 0.025 inch was common 15 years ago, the plugs used in a typical modern V-8 engine have a gap of 0.035 inch. Such larger spark plug gaps, adopted to insure a smooth idle, ignition of exhaust-diluted mixtures during part-throttle operation, and ignition of the lean fuel-air charges used for maximum fuel economy, increase the voltage requirement throughout the speed range.

Electrode gaps grow in size during engine operation as the electrodes are corroded and eroded by hot combustion gases and electrical discharge at high temperatures. Erosion further increases the voltage requirement by changing the electrode shape. The electrodes of new spark plugs have sharp edges to facilitate spark discharge. Under use, however, these electrodes become rounded, making it more difficult for the spark to occur. As a result, a used plug may require 50 per cent more voltage than a new plug. The combined effect of gap growth and change in electrode surface is shown in Figure 3. Obviously, effective reconditioning of used plugs must include the establishment of fresh-cut electrode surfaces as well as reestablishment of the proper gap size.

Other design factors which affect voltage requirement include electrode diameter and material. Although voltage requirement increases with electrode diameter, the final selection is a compromise between voltage requirement and electrode durability. High nickel-manganese alloys containing minute additions of barium or thorium are commonly used for the electrodes in automotive spark plugs. Possessing excellent resistance to corrosion and sparking erosion, these alloys also have low voltage requirements.

Figure 4 illustrates a typical curve of the voltage requirements observed when a passenger car powered by a modern engine is accelerated at full throttle from 35 miles per hour. When the throttle is opened from the part-throttle, road-load condition, the voltage requirement rises rapidly above the full-throttle requirement during this transient condition. This excessive requirement occurs primarily because the plug temperature is lower than the normal full-throttle temperature. After one or two seconds of acceleration, the voltage requirement passes through an unstable peak, probably due to variations in fuel-air ratio as the carburetor's accelerating jet ceases to function. The requirement then decreases as the plug temperature rises to the normal temperature for full-throttle operation.

Doc Rideout and Howard Miles
with their Washington "Ladies"

PANO REPORT

This issue was unavoidably delayed by the Porsche Parade (We've even got a rhyming excuse this time!) Next issue will be devoted exclusively to the Parade...who was there...who won what...who said this... and that...technical dope...scuttlebutt... pictures...etc. It will be a "full length" issue.

We would appreciate it if all Paraders would send in their best photos. Panorama needs them...and so does Christopherus. The Porsche factory wants both color and black and white. Send them to us and we'll pass them along.

For the early enlightenment of those of you who couldn't make the Parade...Brother, you missed it! While some of the members who had planned to come dropped out for one reason or another, we went ahead with the Parade with many a qualm...AND WE ARE GLAD WE DID!

PCAers from far away places all said they would attend the Parade next year...no matter where it was held! Potomac Regionnaires are still talking about what a grand group of people the out-of-towners were! And everybody is talking about how the Porsche and Hoffman people knocked themselves out to be helpful. We couldn't have asked for more!

We are doubly sold on the idea of holding a Porsche Parade every year...any place... and are convinced that from now on there will be nothing but bigger and better Parades! Better start planning right now for the next one!

LEAKY GAS CAP?

My gasoline tank was leaking so around the gas cap that it was dangerous to drive the car. We checked gaskets and everything else and did not get anywhere. Finally, a radiator repairman came up with the suggestion that the gas was leaking between the cap and gasket. He sweated some solder into the threads of the cap to seal it up. Charge: $1.00. Altho the cap is now a little tight, I haven't bothered to ease it up. I no longer have any gas spilling out around the top of the tank. (Bruce Patterson-Tex.)

JUNE SYZE AND LATE FRIEND

A number of PCAers have asked about the photo caption in the last issue of Pano... "June Syze and Late Friend." June and her husband (he's a VW "addict") clobbered the Porsche in the photo the day after this picture was taken at Sebring. (They hit a parked car in a smog bank). The "Late Friend" limped back home to Detroit and ultimately was replaced by "New Friend."

LATE FLASH!!!!!

Ferry Porsche has extended an invitation thru Bill Sholar to two PCAers who would like to attend a big Porsche Rallye in Italy in October. (We understand it is a "fun" rallye...part competition, part social.) The two members will have to provide their own transportation to Europe and back.. but once they get there they will be the guests of the Porsche factory and a Porsche will be placed at their disposal. (No! You can't bring it home with you!)

We would like to see PCA represented... even tho the time is very short. In fact, we are practically drooling to go...but can't make it. If any members can and will go, please contact Bill Sholar IMMEDIATELY.

PCA LAPEL PINS

Bill Sholar has about one (1) dozen lapel pins on hand for purchase by interested members. The pin is a miniature PCA badge...in color. Price: $1.50. Orders will be filled on a first come, first served basis.

If enough PCAers want these lapel pins more can be ordered. Bill has to have the cash in advance, however...and you'll have to have the patience while the order is being filled from Germany.

AIRING THE SPEEDSTER

In order to avoid nearly suffocating in a completely closed Speedster, cut a rectangular hole in the side window measuring about 8" horizontally by 4" deep. Buy two pieces of clear plastic measuring 7½" deep by 12" horizontal. Have the pieces double stitched around the holes on three sides leaving the rear open. There should, of course, be about 1½" "buckle" in the plastic lengthwise. Make sure that the rear part of the plastic overlaps the hole by about 1½ or 2". This idea should let some air in while keeping the elements out. (Don Berliner-N. Y.)

TALL TALES

Phil Broderick-Va. tells this story: While touring out West last summer in his 1500 Coupe Phil pulled into the gas station of a small town. An ancient character of weatherbeaten visage was sitting in a chair propped against the station wall. Slowly the chair's front legs descended to the ground. Slowly the battered hat was pushed back from the man's eyes. Slowly the man arose and viewed the Porsche from all angles. Then he drawled to Phil: "Picked it before it was ripe, didn't you, son?"

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BREAKNECK HILL CLIMB

It was another "Porsche Day" at Flintstone, Maryland...site of the SCCA National Event Breakneck Hill Climb. The little cars from Stuttgart dominated the first three classes and just missed out on the fourth. Two of the cars were driven by PCAers and managed to do alright by themselves.

E. M. Pupulidy-N.Y. started things rolling for the Porsches in Class G Production. "Pup" pushed his black 1300 Super Coupe up the "Hill" (this term is used in jest...a 22% grade ain't no hill!) in 1' 36.88" to lead the fastest Alfa Romeo by better than 5 seconds.

After watching the MG-TDs lug into the horseshoe curve at a crawl it was quite a sight to see "Pup", his flat-4 screaming like a banshee, sail into it at a breakneck clip and push thru with flawless driving. "Pup's" time was faster than all cars in Class F Production except that of the winning Porsche, and better than a goodly number of Class E times. "Pup" is now the nation's leading Class GP driver.

In Class F Production another Porsche Pusher, Warren James, drove his "Mangled Mushroom" up the Hill a good three seconds plus faster than the best MGA time for the class win. Time: 1' 33.56".

In Class F Modified, Paul Sagan, driving a Spyder 550, made it three in a row on the Hill for the Porsches by scatting up in 1' 19.56"...only 7.15" slower than Carroll Shelby in the Grand Prix Ferrari. As for Shelby's performance...it was just plain hair raising! Wonder what he would have done if pressed by some comparable iron?

Benjt Soderstrom-N.J...running in the last class for Porsches...placed a hairline second behind an Ace with a Bristol powerplant. Ben drove his 1600 Super Speedster beautifully, lost out on a Class E Production win by only 19/100s of a second! Ben's time: 1' 27.28".

Three firsts and a second in four hotly contested classes...with a Porsche entry list of only 7 cars, including a sick Carrera... is hard to beat. If Vic Meinhardt-N.Y. had brought along a Porsche instead of a Corvette, the record might have been even better!

MT. LAKE RALLYE AND HILL CLIMB

Four PCAers entered the Fourth Annual Mt. Lake Rallye and Hill Climb on June 15-16, sponsored by the MG Car Club of Washington, D. C. Two of them came back with the top silver after very rugged competition from some of the best sports car drivers in these parts.

John and Betty Snyder-Va. are now sporting a cup large enough to hold their Porsche Coupe for First Overall. John and Betty placed second in the rallye with only 12 penalty points against them. The Snyders don't like to win 'em the easy way. They turned in this remarkable performance after having their odometer go on the blink during the rallye! John then went on to take 6th in Index of Performance in the Hill Climb to win First Overall for both events.

Don Kinney-Md., driving his 1300 coupe, had First in Index of Performance on the Hill sewed up until the last minute when a MGA nosed him out for First place. Don also ran a good 6th in the rallye...giving him one of the best overall scores of the week-end.

Elizabeth Mann-Va., in her first attempt at driving on a dirt road as well as at hill climbing, placed third in the Ladies Division behind "Pinky" Windridge and another gal with racing experience.

The Mt. Lake Rallye and Hill Climb is an excellent regional event that deserves more Porsche participation. The rallye is a 300-mile run from Washington, D. C., to Mt. Lake, Va., a beautiful summer resort. The Hill Climb, held the day following the rallye, is a 1.6 mile course on dirt...with some switchbacks and grades that tax the driving skill of the best.

The MG boys are genial hosts but they will be gunning for the Porsches next year with their MGAs. How's about some more of you hot Porsche Pushers coming down to lend us a hand in showing them it can't be done!